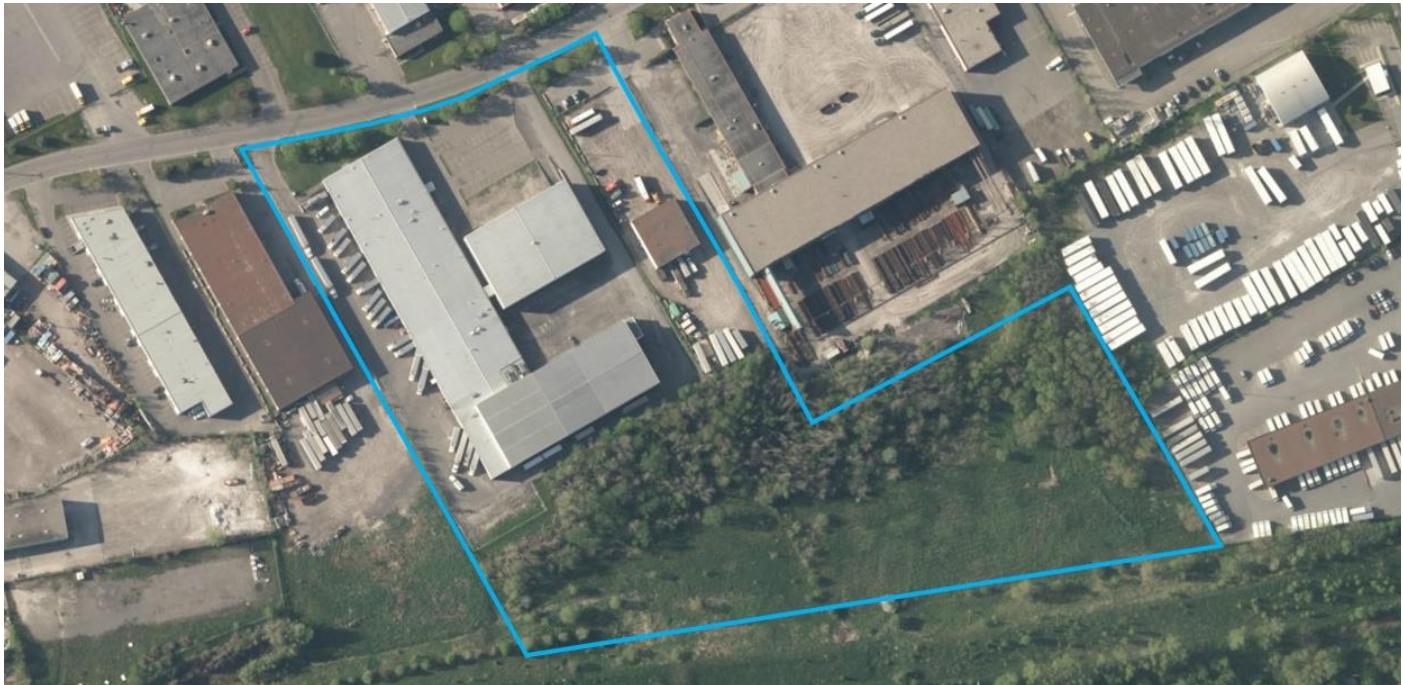


PLANNING RATIONALE

2200, 2370, 2390, & 2410 STEVENAGE DRIVE (SYSCO TANNIS)



Project No.: 0CP-18-0170

Prepared for:

Tannis Trading Inc
c/o Sysco Canada Inc.
2390 Stevenage Drive
Ottawa, ON, K1G 3W3

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September 11, 2018

McINTOSH PERRY

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1.0 INTRODUCTION

McIntosh Perry Consulting Engineers Ltd. were retained by TANNIS TRADING INC. to prepare this Planning Rationale in support of a Site Plan Control Application for the expansion of an existing warehouse and office facility located at 2390 Stevenage Road in southeast Ottawa. The expansion involves the following four properties, hereinafter referred to as the “subject lands.”

- PIN 041651035, municipally known as, 2200 Stevenage Drive and legally known as “PART OF LOTS 3 AND 4, CONCESSION 5, RIDEAU FRONT, GLOUCESTER, BEING PARTS 1 AND 2 ON PLAN 4R-28648. SUBJECT TO AN EASEMENT OVER PART 2 ON PLAN 4R-28648 AS IN CT259362 (AS ASSIGNED BY LT211966) CITY OF OTTAWA”;
- PIN 041650559, municipally known as 2370 or 2390 Stevenage Drive and legally known as “PT LT 3, CON 5RF , PART 1 , 5R10983 , PT LT 3, CON 5RF , PART 1 , 5R1666 ; OTTAWA/GLOUCESTER”; and
- PIN 041650558, municipally known as 2410 Stevenage Drive and legally known as : “PCL 3-2, SEC OT-5RF ; PT LT 3, CON 5RF , PART 2 , 4R7708 ; OTTAWA/GLOUCESTER PART OF LOTS 3 AND 4, CONCESSION 5, RIDEAU FRONT, GLOUCESTER,”; and
- PIN 041651037, municipally known as 2410 Stevenage Drive and legally known as: “PARTS 3 AND 4 PLAN 4R-28648. SUBJECT TO AN EASEMENT OVER PART 4 PLAN 4R-28648 AS IN CT259362 (AS ASSIGNED BY LT211966 CITY OF OTTAWA.”

As described in greater detail in Section 3, the expansion includes a two-storey office building and a one-storey warehouse expansion.

This Planning Rationale discusses the suitability of the proposal in the context of applicable planning and zoning.

2.0 SITE CONTEXT

The subject lands have a total area of 65,342 sq. metres (6.5 hectares) and an approximate frontage of 176.69 metres on the south of Stevenage Drive, west of Hawthorne Road. The subject lands are bound by an open space corridor and residential properties to the south side and industrial uses to the west, north, and east. The subject lands have an existing one-storey 10,176 sq. metre warehouse, which is on the 2390 Stevenage Drive property. 2200 and 2410 Stevenage Road are currently vacant and unused. The existing one-storey metal-sdied gate at 2410 Stevenage Drive is to be demolished.

The portion of Stevenage Drive that the subject lands front onto are serviced by OC Transpo bus route #47, but it does not have pedestrian sidewalks for transit users. The subject lands are also serviced by municipal water and sanitary infrastructure within Stevenage Drive.

Figures 1 and 2 show the subject lands and their surroundings. A Topographic Plan of Survey prepared by Annis, O’Sullivan, Vollebekk Ltd. is provided at Appendix A.



Figure 1: Subject Lands

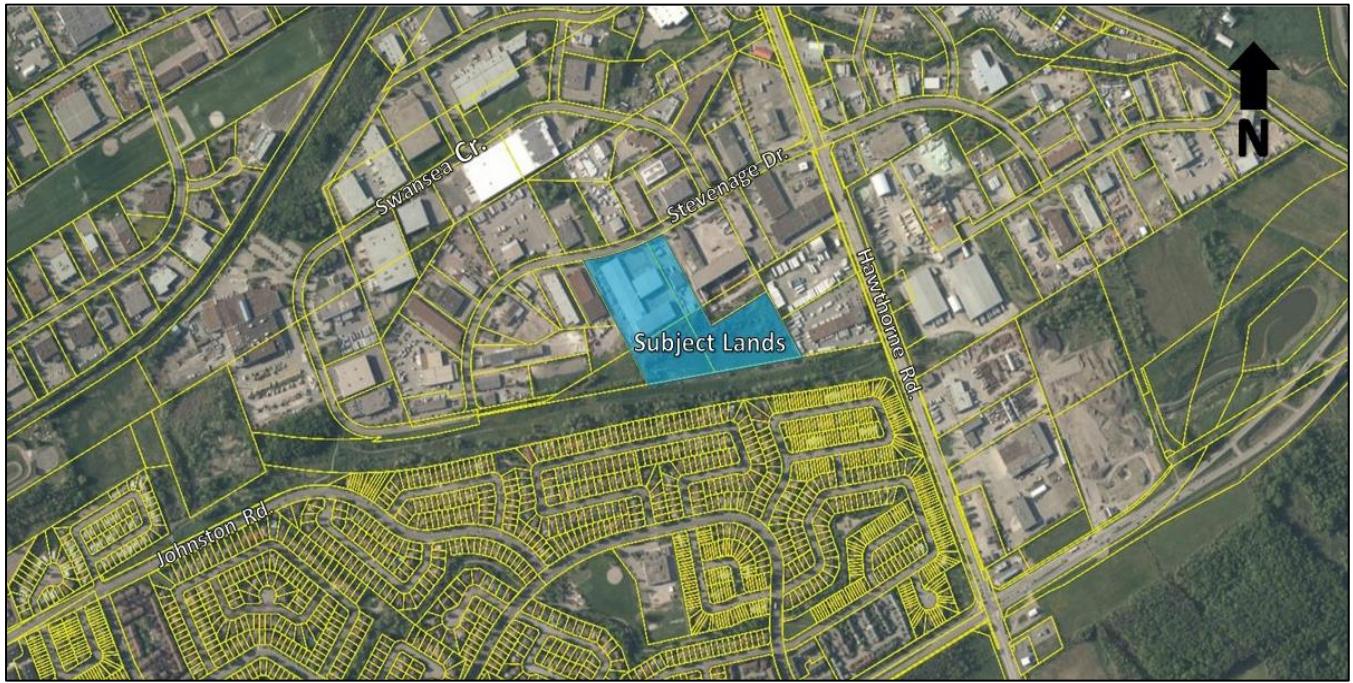


Figure 2: Surrounding Lands

3.0 DEVELOPMENT PROPOSAL

The proposed development involves a 13,617 sq. metre expansion to the existing one-storey, 10,176 sq. metre warehouse facility. The expansion involves adding two new structures, a two-storey 1,600 sq. metre office component at the front of the existing facility and a total of 12,017 sq. metres of additional warehousing,

primarily on the south side of the existing warehouse. A site plan prepared by Glenn Piotrowski Architect is provided at Appendix B.

The warehouse expansion consists of a mechanical room, a 34° cold dock, a dry dock, dry warehouse expansion, and cooler and freezer areas. The proposed dry dock, located along the eastern side of the proposed warehouse expansion, will have 11 overhead doors. The proposed cold dock, also located along the eastern side of the proposed warehouse expansion will have 18 overhead doors. These two docking areas will function as the site's primary loading and manoeuvring areas. Two employee amenity areas are proposed, one to the northwest of the office expansion and the other to the east of the office expansion.

The re-developed site will have three points of vehicle access. The easternmost access will be used as the primary access for trucks. The westernmost and middle accesses will be used exclusively for automobile and service access. Security gates are proposed for all accesses and the site's truck loading, manoeuvring and parking areas – most of the eastern side and rear yards – are enclosed by security fencing. The 6.0-metre-wide fire route depends on the eastern and western accesses and follows the perimeter of the building.

A total of 205 parking spaces are proposed: 118 spaces are proposed north and northeast of the facility, including 7 barrier free spaces in proximity to the main office entrance, and 87 spaces are proposed within the western side yard. Eighteen bicycle parking spaces are provided at the northeast corner of the facility, adjacent the parking area and in close proximity to the main office entrance. The parking area for company trucks is at the warehouse facility behind 2420 Stevenage Drive; 115 spaces are shown together with a 13.7 metre drive aisle.

Snow storage and stormwater management are located along the southern lot line, south of the proposed warehouse expansion. A compactor and trash vestibule are proposed adjacent to the south wall of the proposed warehouse expansion.

A large berm within the open space corridor, south of the subject lands, somewhat separates the subject lands from the residential properties. The berm serves as both a visual and acoustic buffer for homes backing onto the open space corridor, which is approximately 64 metres wide. The Stationary Noise Assessment and Site Lighting Plan, submitted concurrently, address/identify impacts on the residential properties to the south.

The expanded facility will make use of the existing water, sanitary, and stormwater infrastructure available within Stevenage Drive; however, new infrastructure is proposed on site to address the warehouse expansion and associated changes.

Appendix C and D are Elevations and a Design Statement provided by the project architect. These appendices reveal the architect's and owners' intent to transform the existing development into a contemporary, state of the art, distribution facility that prioritizes site functionality.

Consideration of the proposal in the context of applicable planning policy and zoning is provided in the sections below.

4.0 PLANNING POLICY & REGULATORY FRAMEWORK

4.1 Provincial Policy Statement

The Provincial Policy Statement (PPS) provides policy direction on land use planning matters of provincial interest. The proposed development is particularly consistent with the Provincial Policy Statement's policies to promote economic development and competitiveness. The proposed warehouse expansion is particularly consistent with the Provincial Policy Statement's policies to promote economic development and competitiveness. The proposed development supports PPS Policy 1.3.1:

Pol. 1.3.1 Planning authorities shall promote economic development and competitiveness by:

- a) providing for an appropriate mix and range of employment and institutional uses to meet long-term needs;
- b) providing opportunities for a diversified economic base, including maintaining a range and choice of suitable sites for employment uses which support a wide range of economic activities and ancillary uses, and take into account the needs of existing and future businesses;

The development is compatible with the land use patterns of the area and is within an employment area where municipal services and infrastructure have been developed to accommodate this type of growth.

4.2 City of Ottawa Official Plan

The City of Ottawa Official Plan, initially adopted in 2003, provides a policy framework to guide the City's growth until the year 2031. The subject lands are designated *Urban Employment Area* on Schedule B (Urban Policy Plan) of the City of Ottawa Official Plan.

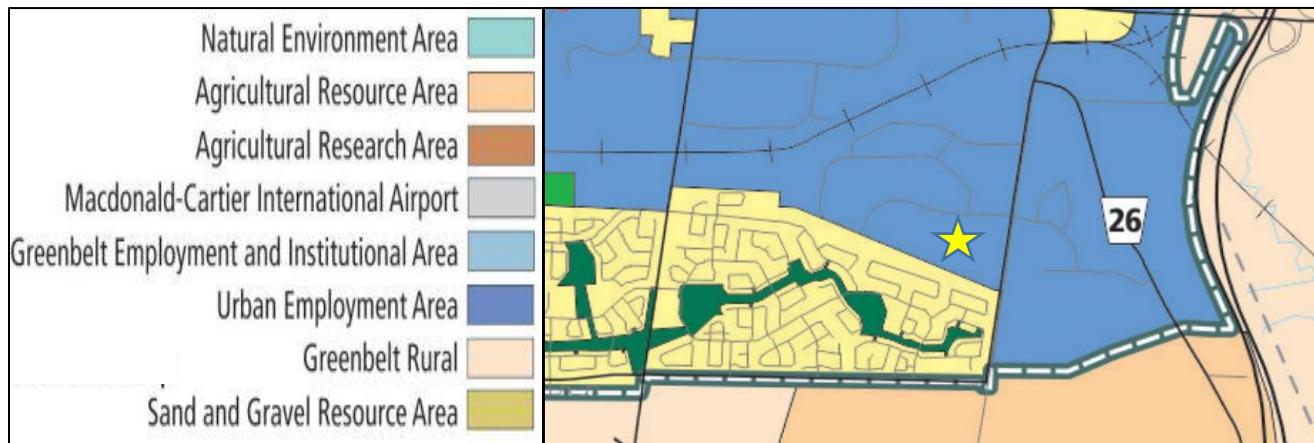


Figure 3: City of Ottawa Official Plan, Schedule 'B' – Urban Policy Plan

According to Official Plan Policy 3.6.5, *Urban Employment Areas* are intended to be established clusters of business and economic activity that are capable of accommodating more than 2,000 jobs. Policy 3.6.5(2a) identifies the permitted uses, which expressly includes warehousing and distribution:

Pol 3.6.5.2 In Urban Employment Areas, the Zoning By-law will:

- (a) Permit traditional industrial uses such as manufacturing, warehousing, distribution, storage, communications, construction;

Policy Section 3.6.5 also confirms *Urban Employment Areas* are intended to enable “uses that, while not noxious, are incompatible with other uses because of noise, lights, and around the clock operation, etc.”

The warehouse expansion also conforms with Official Plan Policy 2.2.2(2), which outlines the ‘Strategic Direction’ for managing growth within the urban area:

Pol 2.2.2(2) Employment intensification means intensification of a property, building or area that results in a net increase in jobs and/or gross floor area and may occur by:

- (a) Redevelopment of existing employment uses at a higher density (e.g. the creation of an office building that replaces a lower-density use on previously developed land), including the redevelopment of Brownfield sites;
- (b) Expansion of existing employment uses (e.g. a manufacturing plant expanding its operations on site);
- (c) Infilling of vacant or underutilized land within Urban Employment Areas as identified in Policy 1 Section 2.2.3;
- (d) Replacing uses with a low number of employees with uses having a higher number of employees.

The proposed development conforms with applicable policies and intentions of the Official Plan.

4.3 City of Ottawa Zoning By-law (No. 2008-250)

The subject lands are zoned ‘IH’ – Heavy Industrial under the City of Ottawa Zoning By-law (No. 2008-250). According to the By-law, the following form part of the overall purpose of the Heavy Industrial Zone:

- (1) *Permit a wide range of industrial uses, including those which, by their nature, generate noise, fumes, odours, and are hazardous or obnoxious, in accordance with the **Employment Area** designation of the Official Plan or, the General Urban Area designation where applicable;*
- (4) *provide development standards that would ensure that the industrial uses would not impact on the adjacent non-industrial areas.*

Office and a warehouse uses are expressly permitted under subparagraph 1(a) of Section 201(1) of the Zoning By-law. The proposed development is compliant with the Zoning By-law, with the exception of satisfying the minimum width required for landscaping along a portion of the eastern property line. This deficiency is required to ensure trucks will have sufficient manoeuvring space adjacent to the loading docks along the eastern wall of the expanded facility. As discussed with City Staff, a Minor Variance will be required to address the deficiency.

It is noted that compensatory landscaping is provided along the eastern lot line towards Stevenage Drive, in part in acknowledgement of the zoning deficiency.

Minimum parking requirements for the proposed development were determined using Table 101 (Section 101) and Section 114 of the By-law. August 29, 2018 email correspondence with City Staff confirms Provisions 114(1) and 114(5) apply to proposed development. Based on the requirements of the previous Zoning By-law (No. 93-98) and the existing parking supply, the 69 parking spaces provided for the existing facility continues to apply, while the expansion is subject to the requirements of By-law No. 2008-250.

The total number of spaces required for the proposed development is 205, as follows:

Space	Rate	No. of Spaces Required
Office Expansion (2.4 spaces / 100 sq. m GFA)	1,600 sq. metres @ 2.4 spaces / 100 sq. metres GFA	39
Warehouse Expansion (0.8 spaces / 100 sq. m GFA)	12,017 sq. metres @ 2.4 spaces / 100 sq. metres GFA	97
Parking Credit (Existing/Previous Supply)		69
Total		205

Seven (7) barrier free spaces are provided in compliance with Accessibility for Ontarians with Disabilities Act (AODA) standards. The AODA standards require two barrier free spaces, in addition to 2% of total spaces for proposed developments with 201-1000 space parking lots. It is noted that only two (2) parking spaces are required by the Zoning By-law in accordance with City By-law 2017-301.

A site statistics chart is provided on the Site Plan.

5.0 CONCLUSION

The development is consistent with the Provincial Policy Statement and conforms to the City of Ottawa Official Plan. An office and warehouse are permitted uses under the Zoning By-law and, with the exception of the noted minor deficiency in the proposed width of landscaping at the eastern lot line, the proposal complies with applicable zoning provisions.

The proposal is an appropriate use of the subject property, is in the public interest, and represents good planning.

Respectfully submitted,

Prepared By:

Evan Garfinkel

Evan Garfinkel, M.PL
Junior Planner

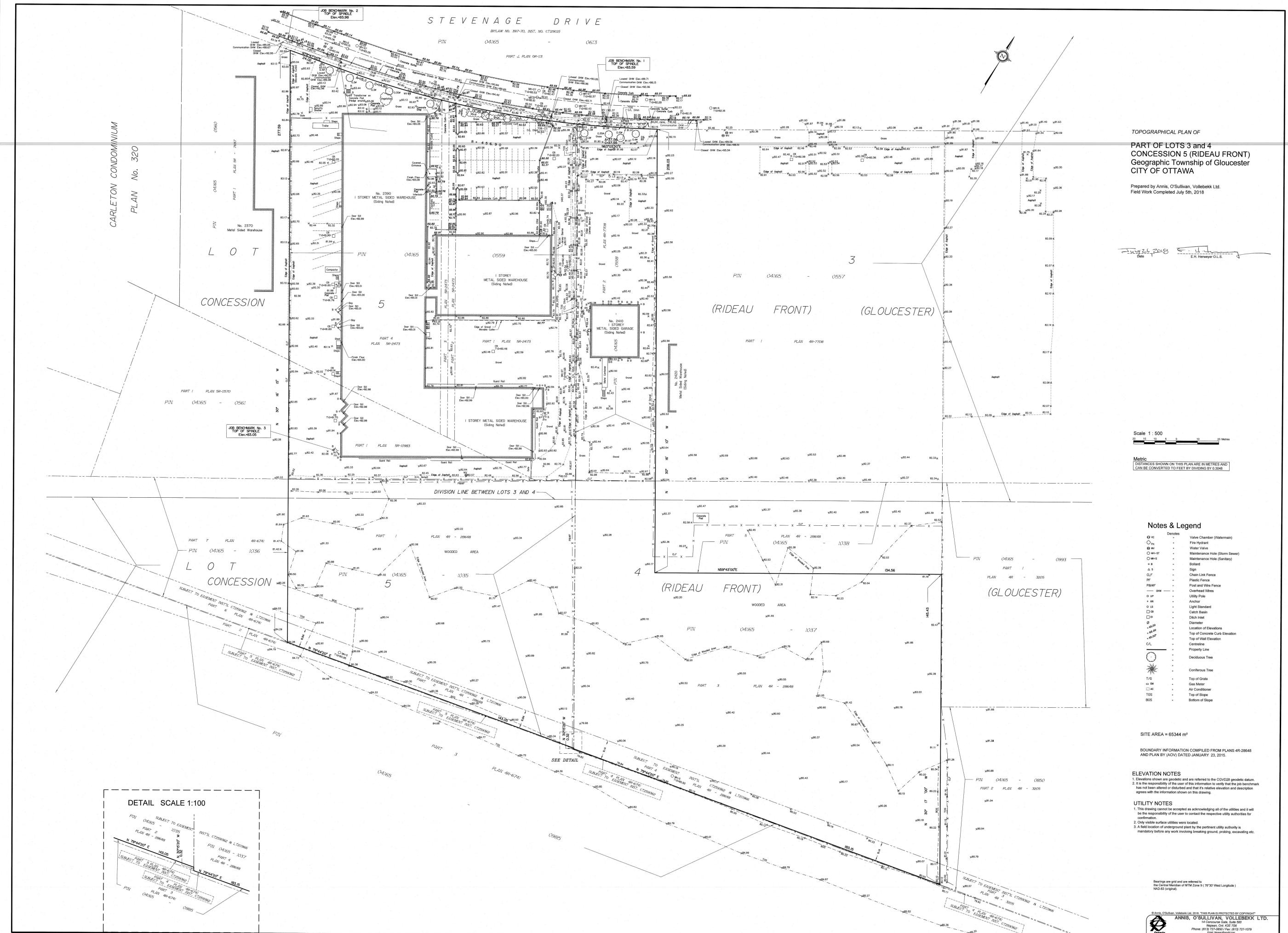
Reviewed By:



Benjamin Clare, MCP RPP
Senior Land Use Planner

Appendix A

Topographic Plan of Survey, prepared by Annis, O'Sullivan, Vollebekk Ltd. (NOT TO SCALE)

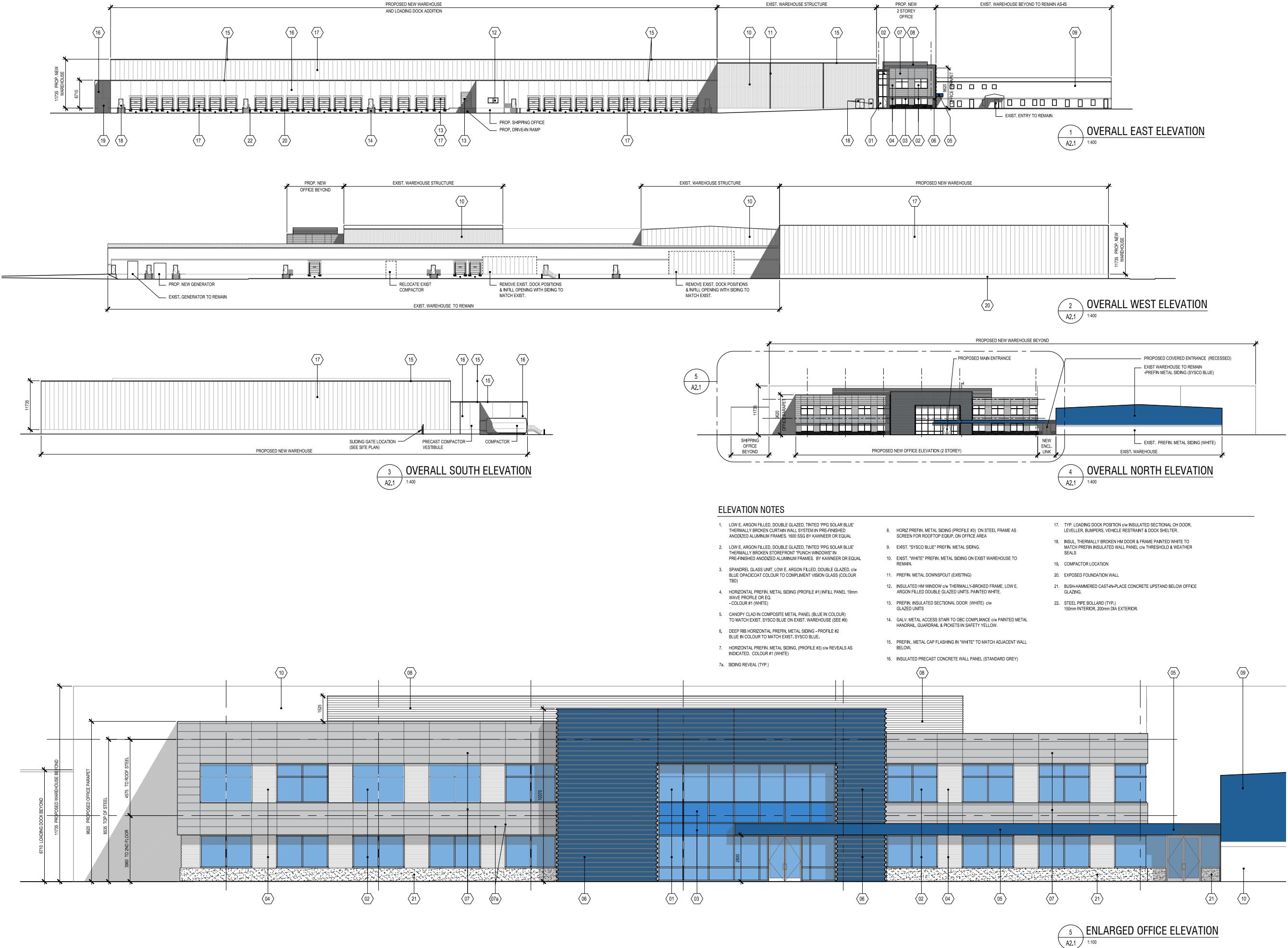


Appendix B

Site Plan, prepared by Glenn Piotrowski Architect Ltd. (NOT TO SCALE)

Appendix C

Architectural Elevations, prepared by Glenn Piotrowski Architect Ltd. (NOT TO SCALE)



Appendix D

Design Brief, prepared by Glenn Piotrowski Architect Ltd.

McINTOSH PERRY

DESIGN STATEMENT

Prepared by: Glenn Piotrowski Architect Ltd. Edited by: McIntosh Perry Consulting Engineers Ltd.

Introduction

The following aims to outline the design strategies with respect to the proposed expansion at the Sysco/Tannis facility at 2390 Stevenage Drive.

The overall intent of this project is to transform the current site, offices and warehouse facility into a contemporary state of the art distribution facility for Sysco/Tannis. A key strategy for the redevelopment is to integrate as much of the existing building into the new overall massing while allowing the current operations to be maintained during the redevelopment. To further describe the design strategies the following are key points that tie the overall design together:

Cars/Trucks & Entrances

Trucking access is a critical part of the facility operations. In order to reduce conflicts between the main employee/visitor car parking with trucking activities, transport trucks will enter and exit the east and west most entrances. This will allow for safe and efficient movement of transport trucks and also allow for the provision of a complete fire route around the entire building. In order to facilitate truck parking on the site while limiting the amount of visibility from the street, the parking stalls have been situated at the back of the site in a consolidated area. This will allow for an efficient relationship between trailer staging and loading dock activities on the loading dock side of the building.

Additional considerations for car access have been implemented. The center entrance to the site has been shifted for two reasons. Firstly, by relocating the existing parking entrance, it will allow the driveway to be brought up to current municipal standards without having to relocate existing street hydro services. Secondly, the entrance relocation helps to facilitate a better relationship with the primary building entrance.

Street Elevation

In order to strengthen the built fabric along the street, the office expansion is proposed to face Stevenage Drive in front of the existing 2 storey warehouse structure. The elevation is intended to bring a contemporary aesthetic to the facility and embody the corporate image represented by Sysco/Tannis in the community. As noted above, the street entrance has been positioned to coincide with the main entrance feature wall in order to guide visitors and employees into the building. Through the use of similar materials and colors, new portions of the building will integrate well into the existing parts that are to be maintained.

Amenity Space and Other Site Improvements

Outdoor amenity spaces are provided at two locations adjacent to office areas. In each case the areas will be landscaped. Additional amenities such as bicycle stalls have been provided as part of this redevelopment. New site lighting will improve the light levels within the site to both help with employee and visitor safety and improve the overall appearance of the site at night.